these rafts, for the accommodation of the master and his crew, which consists sometimes of from two to five hundred persons, some of these erections being used as kitchens, others as store-rooms, &c. The value of one of these rafts amounts often to half a million of florins (from forty to fifty thousand pounds sterling). Within late years, this branch of trade has been considerably reduced, and the importation of wood is now almost exclusively confined to the quantity required for home consumption.

Dutch wainscoat has preserved, even in England, its reputation for fineness and good figure of oak. About ten years since, Messrs. Armstrong and Smith were charged with supplying some flooring and ornamental work for Windsor Castle; and they were on that occasion obliged to proceed to Holland, to select some there, not having been able to meet with any in the whole stock in London, of Riga wainscot, that would give satisfaction.

Since that time, small quantities only of Dutch wainscot have from time to time been imported into England, and it was only in the last year that ten or twelve cargoes, consisting of planks and deals, were imported direct from Holland, the first of which consisted of very good wood, and fetched good prices, whilst the others, that were of a secondary quality, were sold cheap. Since then two cargoes of Dutch wainscot of the first quality have been lately imported from Holland in logs, and remain still in the docks, the owner refusing to sell them at reduced prices, and the buyers entertaining some prejudices against it, pretending that they would lose too much by the measurement; for as the logs are of the form of half ellipses, and the custom authorities have measured them in strict conformity with the regulations, there is some truth in these pretensions; but as the price is nearly twenty-five per cent. lower than that of Riga wainscot, and as the slabs have a value likewise, the loss in measurement is made up very advantageously by the difference in price, independently of the superiority in quality; and as the Dutch wainscot has laid nearly from nine to twelve months in the water, it requires not half the time for seasoning required by Riga wainscot, for which reasons it may be said to offer advantages to builders and timber merchants.

It is almost superfluous to observe, that both Dutch and Riga wainscot is employed in the construction of the internal part of buildings; and we may consider for this purpose the Riga wainscot as possessing greater strength, and the Dutch as being more figured, and easier under the tools.

It is at the same time to be greatly regretted, that in the majority of buildings of recent erection, both in London and in the country, scarcely any attention is paid to their strength and duration. Whilst our forefathers were studious to raise structures that were to defy the ravages of time itself, their posterity seem bent upon building dwellings that should scarcely survive themselves: and if this were really their object, they could not have resorted to better means to effect this end, than the employment of wood which the dry-rot so soon destroys, as is proved to be the case by daily observation and experience. STEINITZ.

THE ALLEGED SINKING OF WESTMINSTER BRIDGE.—On inquiry we are informed, that the only foundation for the recent rumour is the fact, that, during the last two years, since the former sinking of six to seven inches, when the piles were withdrawn, the centre of the bridge has sunk, by degrees, two or three inches more, but that no recent or sudden change has been observed. The jointings present no trace of any such occurrence. The committee, however, are said to have unanimously resolved to pull down the whole structure.

LEASES IN IRELAND.—The bill of the late Government to facilitate and encourage the granting of certain leases for terms of years in Ireland, is passing through the House. Mr. Hume has given notice of a motion that its provisions should be *extended to England*. It is proposed by the bill that leases for terms not exceeding thirty-one years, nor less than fourteen, reserving a rent not exceeding 50*l.* a year, may be made according to the form in the schedule, and that the stamp duty should only be 2*s.* 6*d.*

LEGALIZATION OF ART-UNIONS.

WE are glad to be able to state that Mr. Wyse's Bill was re-committed on Wednesday last by a majority of fifty to eighteen, after a long debate, and was read a third time on Thursday. In the course of the debate great ignorance was shewn by honourable members, who ought to be better informed, as to the scope and intention of these associations. Mr. M. Milnes, Mr. Ewart, and Sir George Grey, ably supported the mover of the Bill. The amended provisions of the Bill, under which protection is granted, are as follows:—

Provided always, "that a royal charter or charters shall have been first obtained for the incorporation of any such association, or, provided that the deed of partnership or other instrument or instruments constituting such association, and the rules and regulations relating to the proceedings of such association for such purposes as aforesaid shall have first been submitted to the consideration, and be approved of, by a committee of her Majesty's most honourable Privy Council, and a copy thereof deposited with such committee; and that it shall be expressed in every such charter, deed, or instrument, that it shall be lawful for any committee of her Majesty's Privy Council, to whom the consideration of Art-Unions shall be referred by her Majesty, whenever it shall appear to them that any such association is perverted from the purposes of this Act, to certify the fact to her Majesty; and thereupon it shall be lawful for her Majesty to revoke or annul the charter, deed, or instrument, under which the association so offending shall have been constituted; and nothing in this Act contained shall be deemed to apply to any association whose charter, deed of partnership, or other instrument constituting the same, shall have been so revoked or annulled."

The committee of the London Art-Union deserve the thanks of all lovers of art and friends of national education, for the energy with which they have prosecuted the measure.

THE MANAGEMENT OF THE EASTERN COUNTIES RAILWAY.

A CORRESPONDENT ("Archi"), in reviewing the evidence of parties under examination, as to the late accident on the Eastern Counties line of railway, thus comments upon the facts of this unfortunate case:—As for the evidence itself, it need not now be here gone over.

Is it not monstrous, in perusing the evidence of the higher officials, says our correspondent, to observe with what contempt they treat even the rules they have laid down for their own guidance? They appear to have as perfect a disregard for them as for the lives of their fellow beings. They knew it to be their duty to supply the engine drivers and stokers with books of regulation, and to ascertain that they kept these books in their possession; yet they did not know whether any such regulations were ever given to these men, though they probably knew very well that they worked the engines without the slightest reference to them. Our correspondent, therefore, considers these parties to be the truly responsible and guilty ones; and thinks that they ought to have been taken into custody as well as their inferiors. He directs attention to the fact, that the more immediate cause of the accident evidently arose from the neglect of these very regulations; inasmuch as a smith in the company's service admits, that he and two other men, besides the only proper officers, were on the engine, and, in all probability, engaged in conversation with those in charge of it, and whose attention being thus withdrawn from their duty, prevented them from observing the signals till it was too late: and thus does our correspondent endeavour to fix the responsibility and guilt upon the proper parties. Moreover, had Clare known the rules, he would be found to have disobeyed more than one of them—firstly, in travelling beyond the regulated speed; secondly, in not looking out for the signals; and thirdly, in not sounding the whistle on approaching the station. The engine driver, in the present instance, appears to be blind of an eye! Should an office such as this, to the fulfilment of which, above all others, it is requisite that a man should "have all his eyes about him," be consigned to any one labouring under such a defect?

By way of prevention and improvement, our correspondent suggests various measures amongst which we have space for allusion to only the following, namely, that both the engine drivers (who ought to be engineers, and at least twenty-five years of age) and the stokers—though both of them, of course, chosen out of steady, sober men—ought always to be inspected by a proper officer previous to starting;—that each engine should have, to run before it, a carriage, or frame-work with wheels, and horizontal springs, but without a body, so as to receive and break the force of any accidental concussion;—and that a similar guard should be placed behind each tender, and behind the last carriage of each train. He also suggests the formation of "protecting rails," about a quarter of a mile in length, at each station, both for the up trains and the down, in order to prevent one train from running into the rear of another.

ALL SAINTS' CHURCH, ST. JOHN'S WOOD.

THE new church of All Saints, built under the able direction of Mr. Thomas Little, and recently consecrated, stands nearly opposite to the Eyre Arms Tavern, on ground given by Colonel Eyre. It is designed in the perpendicular style of Gothic architecture,—the style of the fifteenth century,—and is constructed externally of Kentish rag, with Bath stone dressings. The prolongation of the nave, which is thirty feet in width, forms a chancel about twenty feet in depth. The length of the nave and chancel is ninety-eight feet, and the breadth of the church, including the aisles, is sixty-one feet. A tower is designed, to be placed at the north-west angle, consisting of three stories, the upper story lighted on each side by traceried couplets; the battlements of the tower are perforated with quatrefoil panels, flanked by pinnacles rising from clustered buttresses. Above the tower a spire is intended to be placed, the whole height of which will be 120 feet from the ground. Our engraving shews the building as it will appear when finished, but only the lower story of the tower is at present executed. This story gives access, by a stone staircase, to the gallery, and a similar staircase is placed in a vestibule on the south side.

Below the four-light perpendicular window in the west end of the nave, a small doorway has been formed for the use of the soldiers from the neighbouring barracks; this is not shewn in the engraving.

This end of the church is flanked by double buttresses of three setoffs, or water-tables, terminated by detached crocketted pinnacles. The north aisle is concealed by the tower before-mentioned, and the termination of the south aisle recedes from the west front, presenting a single light transomed window.

The north and south sides of the church are similar to each other, and are each divided into three compartments by flanched buttresses. Between each buttress are two transomed windows of two lights each, with tracery work in the heads.

The chancel end corresponds with the west end, but the chancel window is larger in dimensions, containing five lights, subdivided by a transom into ten compartments, with perpendicular tracery in the head. The vestry is at the south-east angle.

The interior of the church presents a spacious nave, separated from the aisles by three arches springing from slender piers, with attached columns. The arches rise to a height of twenty-eight feet, and have a span of twenty feet. This width affords an almost uninterrupted view from all parts of the church, but on the other hand, is not advantageous in effect. The piers are all executed in Caen stone.

The roof is an open-timbered roof of a steep pitch, springing from bracketed corbels, and rising to a height of fifty-five feet from the paving. The tie-beam is twelve feet by six inches; purlins, nine inches by six inches; rafters, four by three: the curved principals, nine inches by four and a half. The span is thirty feet, and the rise nineteen feet.

The roof of the aisles is also open, the curved principals of which spring from stone corbels. The woodwork of the roofs is stained to shew the natural grain of the wood. Galleries extend over the aisles, and at the west end, three seats in depth. The

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